CITY OF COLLEGE STATION


# East College Station
## Transportation Study

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and Associates, Inc.

# Recommendations

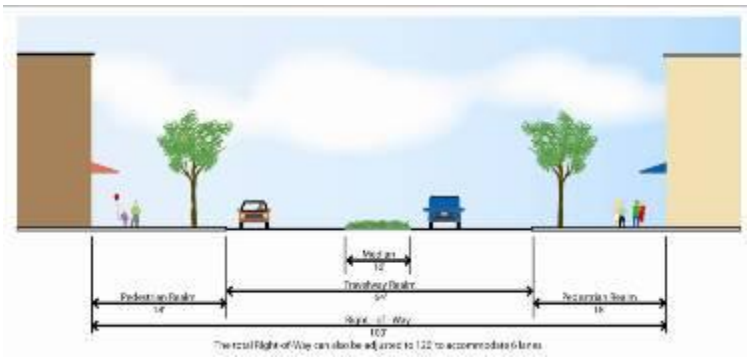
The following recommendations strive to exceed the goals and objectives stated in the previous section, including specific recommendations focused on policy changes for the City of College Station. These final recommendations were derived from community input and technical traffic analysis. In the end, to meet all the goals set forth by the Advisory Committee, several critical revisions and or additions need to be made to the thoroughfare plan. The goals and subsequent recommendations found below detail how each recommendation affects each respective goal.

### *Goal Number One: Increase the compatibility between existing and planned land uses and the transportation system.*

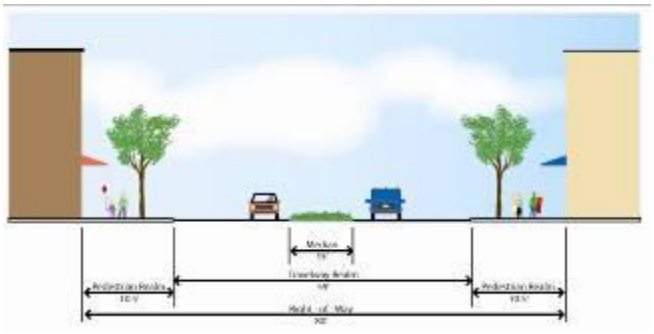
Compatibility between land use and transportation should be viewed from two different perspectives. First, how well (if at all) does the system of planned streets handle the current and future traffic forecasted for the study area? Second, do the planned streets add sustainable value to the surrounding neighborhoods, and are those planned streets designed in such a way as to blend into the surrounding land uses? Too often streets are designed only for automobile uses and do not encourage or accommodate pedestrian and bicycle users. The recommendations to reach this goal strive to accommodate the future traffic demands while at the same time provide street designs that encourage the use of alternative modes of travel.

#### *Recommendation #1 — Incorporate New Street Standards*

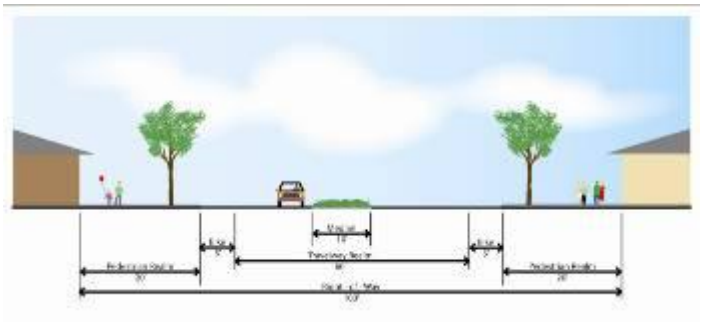
Incorporate the following new street types into the City's design standards. Then, based on the recommended thoroughfare plan, incorporate the associated elements (found below) into the design and ultimately the construction of the streets. The images below represent roadway defined by land use and functional class. From Commercial and Residential to Industrial and Mixed-Use streets for both arterial and collector classes, these streets will begin to add character and value to the areas. The thoroughfare map enclosed connects each new roadway type to the existing and planned thoroughfares.



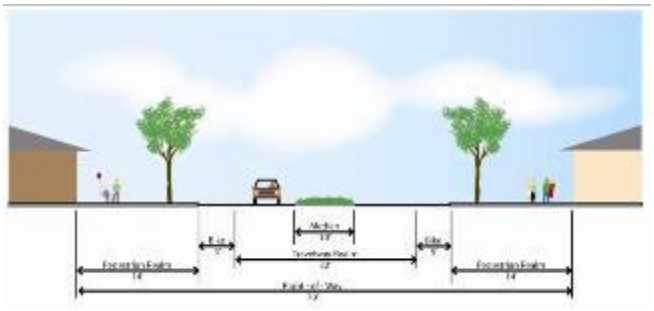
**Commercial Arterial**



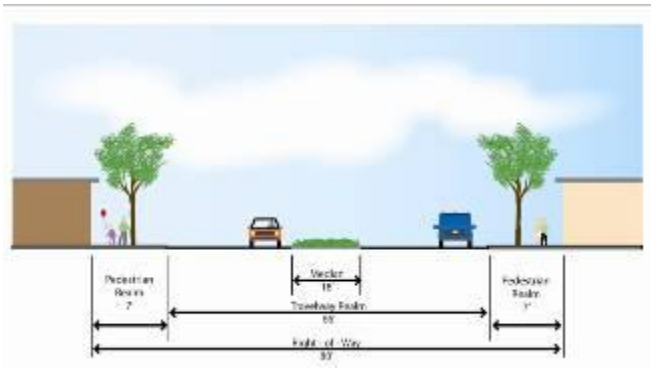
**Commercial Collector**



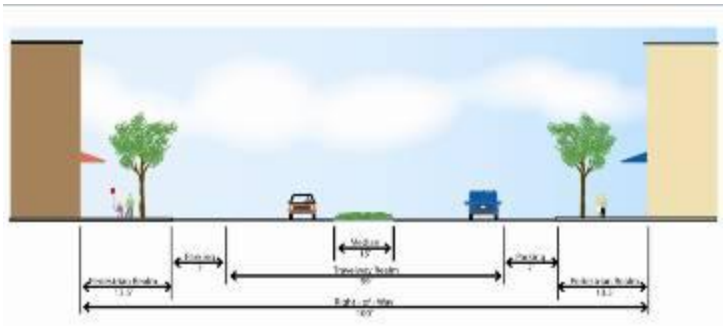
**Residential Arterial**



**Residential Collector**



**Industrial Street**



**q Mixed Use Street**

### *Recommendation #2 — Develop a Context Sensitive Design Process*

Develop and adopt a Context Sensitive Design (CSD) process that is integrated into the Comprehensive Planning Process. The end result should be a variety of roadway cross-sections that are tied the surrounding lane uses.

## *Goal Number Two: To preserve mobility without negatively impacting existing neighborhoods with additional traffic.*

To accomplish this goal the street system must be designed to provide several options for travelers to get to their desired destinations. This means introducing new streets, re-aligning, or extending existing streets to provide more than one option to satisfy the trip. In several cases, innovative techniques must be used to mitigate or calm traffic flows on neighborhood streets. After receiving input at the April public meeting, the recommended thoroughfare plan embodies many of the elements from the Community Concepts scenario and the Hybrid scenario.

### *Recommendation #3 — Adopt the Recommended East College Station Thoroughfare Plan*

Amend the City of College Station Thoroughfare Plan as depicted in **the attached map**.

The following is a bulleted list of recommendations that accompany the thoroughfare plan map:

**Rock Prairie Road Re-Alignment**


- Realign to Bird Pond
- Four lanes to Linda Lane
- Intersection improvements at SH 6

*Benefits*

- Splits traffic between Rock Prairie and Barron Road
- Lowers demand on Rock Prairie thus improving:
  - Intersection demand
  - Needed expansion
  - Cleans up interchange traffic
  - Better uses investment at Barron Road

**Rock Prairie Road and SH 6 Intersection Improvements**

- Add U-Turn Lanes
- At each intersection (NB and SB)
  - Left, Left through, through, right
- East and West
  - Four lanes with dedicated left turns

*Benefits*

- Takes more than 2,700 VPD off of Rock Prairie

**Appomattox Street**.


- Extend Appomattox to Switch Station
  - Two points of access are needed for emergency access
- Create a new collector behind Windwood to connect Harvey to Horse Haven
  - This low speed road would also serve as a levy
  - Create a signalized intersection at Harley Road

*Benefits*

- Provides two points of access for improved emergency response
- New signalized intersection at Harvey Road will provide for safer crossing for pedestrians, bicyclist and autos
- Context sensitive designed street will provide flood protection and be an aesthetic asset to the community

**Barron Road Extension**


- Realign to Rock Prairie
- Create full interchange with SH 6
- Create a two lane collector connection to the newly realigned Rock Prairie/Bird Pond

*Benefits*

- Diverts traffic from Rock Prairie
- Reduces congestion on SH 6 ramps
- Provides vital connection to west College Station

## Lakeway Drive Extension

- Two lane collector road from W.D. Fitch to Rock Prairie Road
- This is a critical connection to be established before development occurs

*Benefits*

- Improves commercial Traffic Circulation
- Relieves SH 6 from short local trips


## Pebble Creek Parway Extension

- This connection begins at W.D. Fitch and extends northwest to SH 6 just south of the Methodist Church
- Provides relief to W.D. Fitch and the SH 6 intersection

*Benefits*

- Provides for neighborhood Circulation
- Relieves W.D. Fitch


## Raintree/Appomattox

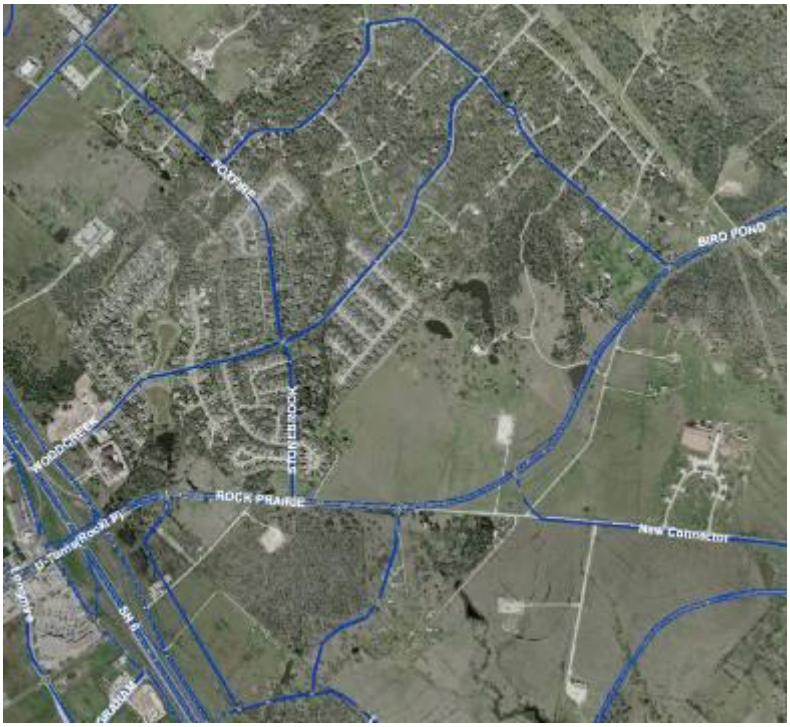
- An extension of Appomattox just west of Raintree has been found to reduce the future traffic on Raintree by up to 50%.
- This new road will also form an excellent buffer between the future commercial development to the West and the existing Raintree neighborhood.

*Benefits*

- Allows for neighborhood circulation without cut through traffic
- Provides a buffer between land uses

**Stonebrook/Foxfire Area**

- With Lakeway extended to SH 6 and a Commercial Collector connecting to RP about 500' to the east of Stonebrook there are very limited neighborhood impacts
- ADT on Stonebrook is about 2,100.

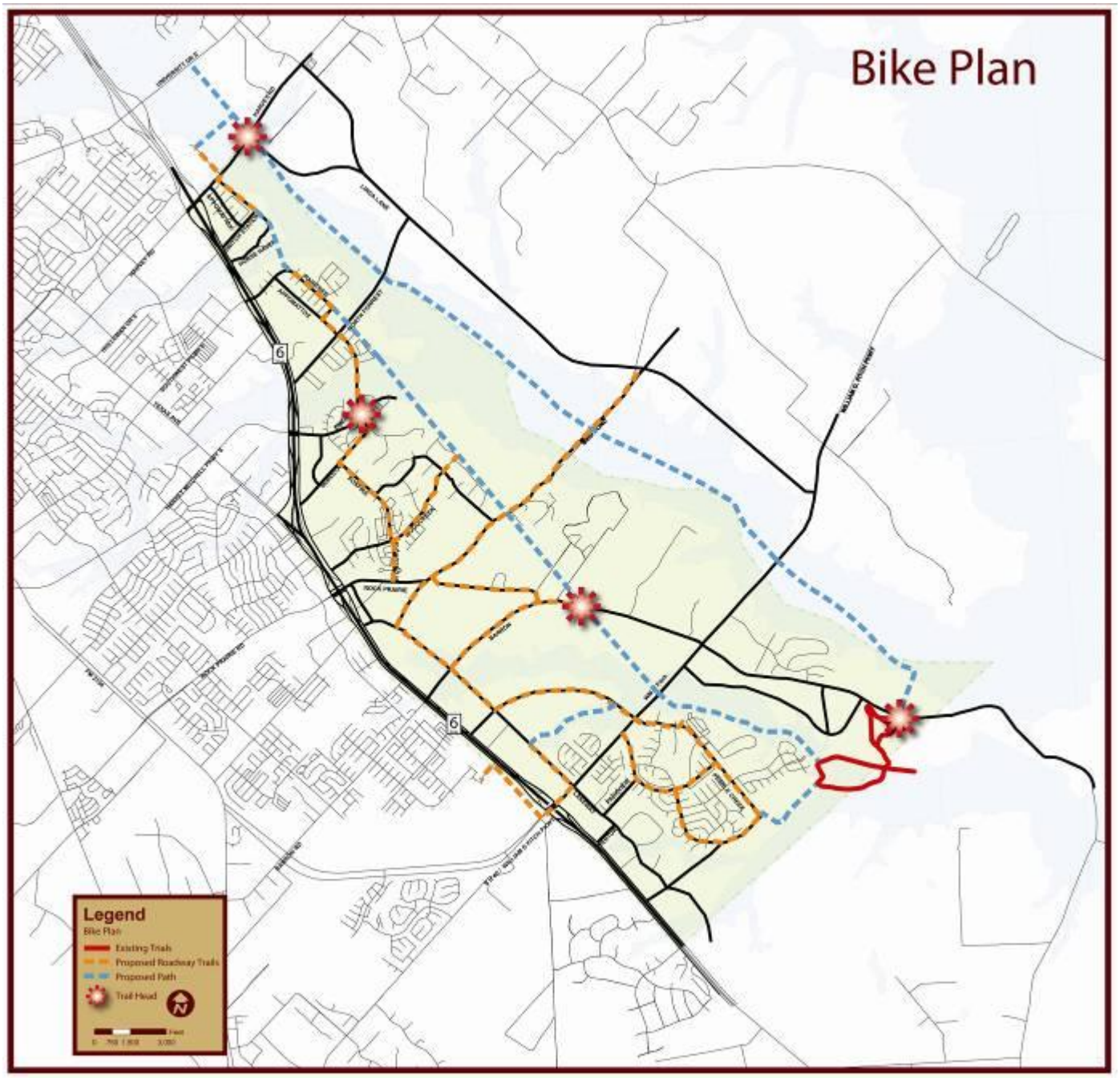



*Benefits*

This collector alignment maintains connectivity while maintaining neighborhood character

**Goal Number Three: To plan for a multimodal transportation system that addresses the needs of pedestrians, bicyclists, and transit riders.**

***Recommendation #4 — Adopt the proposed East College Station Hike/Bike Plan as part of the Parks Master Plan***

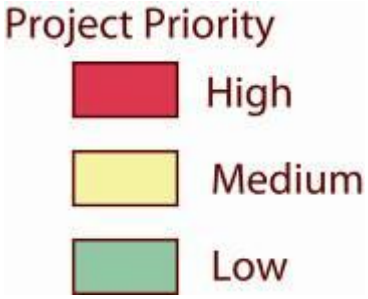




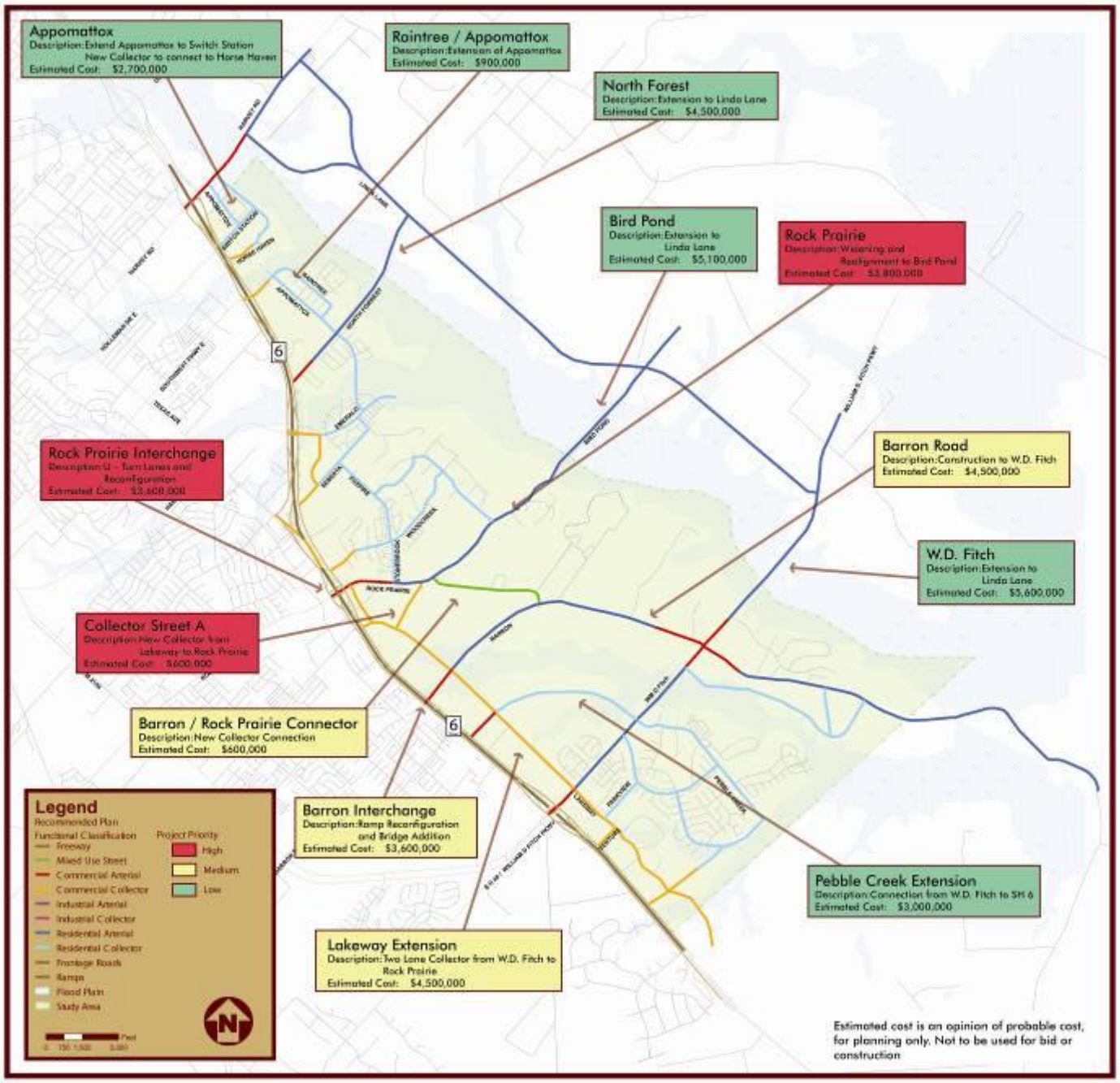


## Goal Number Four: To put in place an implementation plan that is phased in a manner to address mobility needs as land development occurs.

This goal is aimed at developing a list of recommendations that can be put in place to guide the implementation of this plan. The list was based on technical information of traffic demands, combined with local knowledge and staff expertise on areas that are ripe for development. This list was developed to help policy makers to prioritize the needed improvement for this area.




| Recommendation | Description | Cost | Major Benefit |
|---|---|---|---|
| Rock Prairie Road | Realignment to Bird Pond | $3,800,000 | Network Connectivity |
| Rock Prairie Interchange | Add U-Turn Lanes and Reconfigure Travel Lanes | $3,600,000 | Reduces Local Congestion |
| Collector Street A | New Collector from Lakeway to Rock Prairie | $600,000 | Commercial Traffic Circulation |
| Barron Road | Construct 4 lane divided to W.D. Fitch | $4,500,000 | Relieves Rock Prairie Congestion |
| High Priority- Cost | | $12,500,000 | |
| Barron Road Interchange | Ramp reconfiguration and bridge addition | $3,600,000 | Investment maximized with realignment |
| Lakeway Drive | Extension from W.D. Fitch to Rock Prairie | $4,500,000 | Commercial Traffic Circulation, relieves SH 6 |
| Barron/Rock Prairie Connector | New 2 lane collector | $600,000 | Network Connectivity |
| Medium Priority- Cost | | $8,700,000 | |
| Appomattox | Extended Appomattox to Switch Station, new collector to Horse Haven | $2,700,000 | Emergency Response and flood control |
| Raintree/ Appomattox | Extend Appomattox west of Raintree | $900,000 | Neighborhood circulation and buffer between land uses |
| North Forest | Extend to Linda Lane | $4,500,000 | Network Connectivity |
| Pebble Creek Extension from W.D. Fitch to SH 6 | Connection from W.D. Fitch to SH 6 | $3,000,000 | Neighborhood Circulation, relieves W.D. Fitch |
| Bird Pond | Extend to Linda Lane | $5,100,000 | Network Connectivity |
| W.D. Fitch | Extend to Linda Lane | $5,600,000 | Network Connectivity |
| Low Priority- Cost | | $21,800,000 | |
| Opinion of Probable Cost | | $43,000,000 | |


Appomattox
Description:Extend Appomattox to Switch Station
New Collector to connect to Horse Haven
Estimated Cost: $2,700,000
Raintree / Appomattox
Description:Extension of Appomattox
Estimated Cost: $900,000
North Forest
Description:Extension to Linda Lane
Estimated Cost: $4,500,000
Bird Pond
Description:Extension to
Linda Lane
Estimated Cost: $5,100,000
Rock Prairie
Description:Widening and
Realignment to Bird Pond
Estimated Cost: $3,800,000
Rock Prairie Interchange
Description:12 - Turn Lanes and
Reconfiguration
Estimated Cost: $3,600,000
Barron Road
Description:Construction to W.D. Fitch
Estimated Cost: $4,500,000
W.D. Fitch
Description:Extension to
Linda Lane
Estimated Cost: $5,600,000
Collector Street A
Description:New Collector from
Lakeway to Rock Prairie
Estimated Cost: $600,000
Barron / Rock Prairie Connector
Description:New Collector Connection
Estimated Cost: $600,000
Barron Interchange
Description:Ramp Reconfiguration
and Bridge Addition
Estimated Cost: $3,600,000
Pebble Creek Extension
Description:Connection from W.D. Fitch to SH 6
Estimated Cost: $3,000,000
Lakeway Extension
Description:Two Lane Collector from W.D. Fitch to
Rock Prairie
Estimated Cost: $4,500,000
Legend
Recommended Plan
Functional Classification
Freeway
Mixed Use Street
Commercial Arterial
Commercial Collector
Industrial Arterial
Industrial Collector
Residential Arterial
Residential Collector
Frontage Roads
Ramps
Flood Plain
Study Area
Project Priority
High
Medium
Low
Estimated cost is an opinion of probable cost,
for planning only. Not to be used for bid or
construction





## Questionnaire

Thank you for your interest in this study. You are invited to share additional comments about transportation in east College Station. This comment sheet is your opportunity to express your preferences regarding transportation issues in the Study Area.

*About You*

1. Check the one that best describes your primary interest (please check only one).

☐ Retail Business Owner ☐ Office Business Owner
☐ Service Business Owner ☐ Church
☐ Public Official ☐ Residential Property Owner
☐ Developer ☐ Other

2. Which organization(s) do you belong to that represents any business(s) and/or neighborhood(s)?

_____

3. Your name/address (optional)

_____

*Rating the Priority Projects*

3. Please indicate if you agree, disagree or agree with changes to the following recommendations. If no opinion, please do not mark.

| Recommendation | Agree | Disagree | Agree with changes-list changes |
|---|---|---|---|
| Rock Prairie Road realignment to Bird Pond | | | |
| Rock Prairie Interchange | | | |
| Collector Street A | | | |
| Barron Road realignment to Rock Prairie | | | |
| Barron Road Interchange | | | |
| Lakeway Extension from W.D. Fitch to Rock Prairie | | | |
| Barron/Rock Prairie Connector | | | |
| Appomattox extension to Switch Station, new collector to Horse Haven | | | |
| Raintree/ Extension of Appomattox | | | |
| North Forest extension to Linda Lane | | | |
| Pebble Creek Extension from W.D. Fitch to SH 6 | | | |
| Bird Pond extension to Linda Lane | | | |
| W.D. Fitch extension Linda Lane | | | |